

REPORT

52 Tottenham Street – Proposed Residential Development

Transport Statement

Client: Flower Island (UK) Ltd.

Reference: PB9092-RHD-ZZ-XX-RP-R-0001

Status: S2/P01.3

Date: 25 June 2020

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1 Introduction

1.1 Preface

1.1.1 This Transport Statement (TS) has been prepared by Royal HaskoningDHV (RHDHV), on behalf of Flower Island (UK) Ltd., to establish the transport implications associated with development proposals at 52 Tottenham Street, Camden.

1.1.2 The purpose of this TS is to establish the transport and servicing implications of the proposed development. This report will consider the proposed development in the context of national, regional and local planning policy and guidance.

1.2 Development Summary

1.2.1 The site currently consists of a residential building with some commercial floor space on the ground floor, as follows:

- Lower ground floor storage, 48sq.m;
- Ground floor commercial development totalling 25sq.m;
- 1 x Ground floor studio apartment; and
- 3 x 1 bedroom apartments over floors 1 to 6.

1.2.2 The proposed development will include a commercial land use on the ground floor, three x 1-bed duplex units across levels 1 to 6 and one x 3-bed penthouse unit across the four levels, adding seven floors (including a basement for plant, refuse and cycle storage) to the existing building. As a result of the development, the site would be comprised of:

- Basement - plant, refuse storage and 7 secure covered cycle spaces;
- Ground floor commercial space totalling 21.3sqm;
- 3 x one-bedroom duplex units (floors 1 to 6); and
- 1 x three-bedroom penthouse unit (floors 7 to 10).

1.3 Planning Policy

1.3.1 The TS will consider the transport impact of the proposed development with regard to:

- National Planning Policy Framework (June 2019);
- The Intend of Publish version of the draft London Plan (December 2019); and
- The London Borough of Camden Local Plan (2017) and associated planning guidance documents.

1.4 Structure of Transport Statement

1.4.1 The TS is divided into five sections. Section two to five can be summarised as follows:

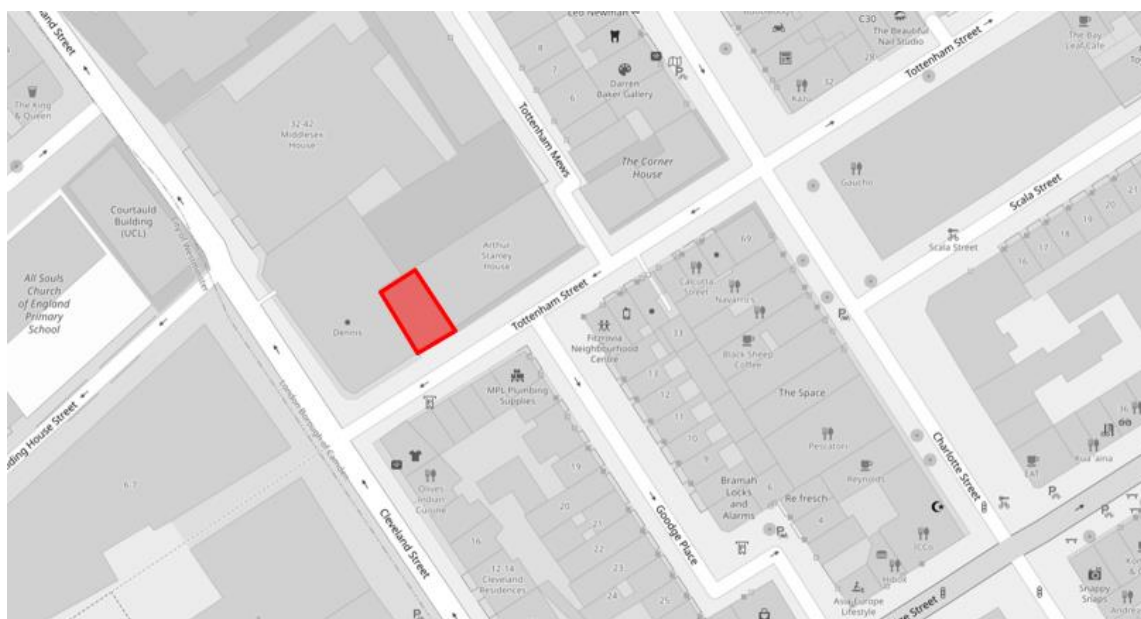
- **Section 2** details the site location and describes the local highway network;
- **Section 3** provides a summary of the site's accessibility by non-car modes of travel.;
- **Section 4** provides a summary of the proposed development scheme; and
- **Section 5** provides a summary and conclusion to this document.

2 Base Conditions

2.1 Site Location

- 2.1.1 The site is located at 52 Tottenham Street, adjacent to 30 Cleveland Street and Arthur Stanley House.
- 2.1.2 A site location plan is presented in **Insert 1.1**.

Insert 1.1: Site Location Plan



- 2.1.3 The site is bounded by Tottenham Street to the south, Arthur Stanley House to the east and 30 Cleveland Street to the west. Pedestrian and vehicular access to the site is currently provided from Tottenham Street only.

2.2 Adjacent Highway Network

- 2.2.1 Tottenham Street operates as a one-way street, westbound. The street provides a single carriageway and is a built-up urban road, located within a 20 miles per hour (m.p.h.) zone. Street lighting is provided on both sides of the carriageway.
- 2.2.2 Tottenham Street routes south-west between Charlotte Street and Cleveland Street, with vehicles permitted to turn right only onto Cleveland Street, which operates one-way, northbound. Cleveland Street leads onto to the A501 Euston Road.
- 2.2.3 Some on-street car parking is permitted in Tottenham Street. On the northern side of the street, between the development site and Tottenham Mews, three on-street car parking spaces are provided for disabled badge holders. Further east, on the southern side of the carriageway, parking is provided for permit holders within the controlled car parking zone CA-E, which operates from Monday to Saturday, 08:30 to 18:30.

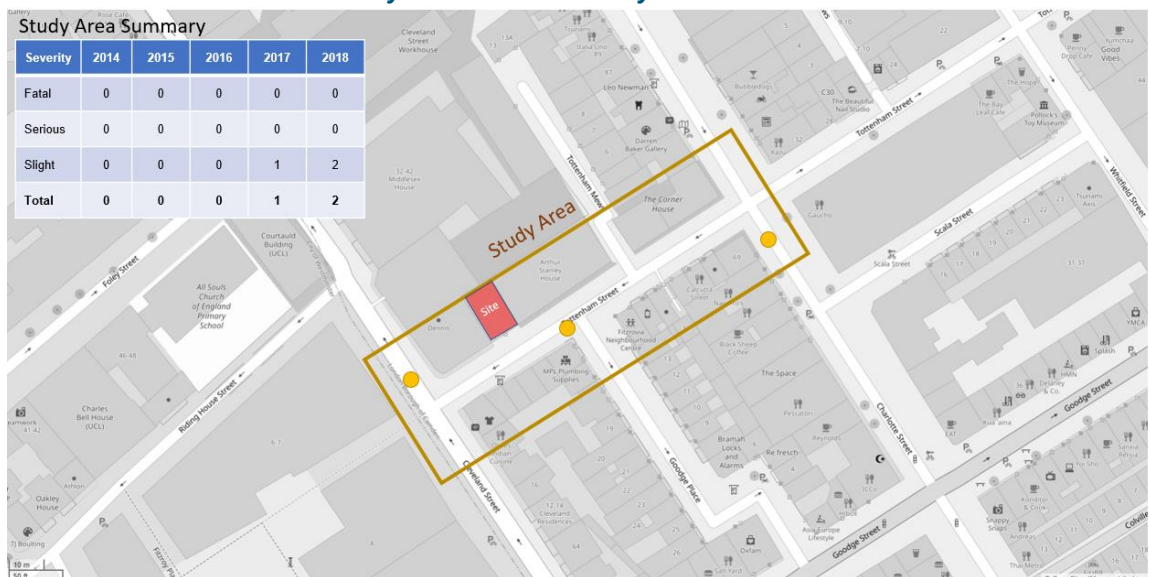
- 2.2.4 On-street car parking is controlled for the majority of the Tottenham Street carriageway with single or double yellow line waiting restrictions.
- 2.2.5 On the southern side of the Tottenham Street carriageway, opposite the site, the double yellow line waiting restrictions incorporate double yellow line loading restrictions. No such loading restrictions are in place on the development site's Tottenham Street frontage.

2.3 Highway Safety Record

- 2.3.1 Road traffic personal injury collision data, covering a 5-year period, has been reviewed for the local highway network. The personal injury collision data is set out in **Figure 2.1** below.
- 2.3.2 The study area for the assessment includes Tottenham Street up to and including its junctions with Cleveland Street and Charlotte Street.
- 2.3.3 The Transport for London (TfL) records identify three collisions in the study area from 1st January 2014 to the 31st December 2018. The associated collision descriptions are provided below. The collision locations, and a summary of the study area's collision record, is provided in **Insert 2.1**.

- On 30 May 2018 at 17:00:00 a collision occurred at Goodge Place junction with Tottenham Street in Camden involving a light goods vehicle and pedestrian(s). An adult pedestrian was slightly injured.
- On 05 February 2018 at 07:32:00 a collision occurred at Charlotte Street 25 metres north of junction with Scala Street in Camden involving another motor vehicle and pedestrian(s). An adult pedestrian was slightly injured.
- On 28 October 2017 at 17:05:00 a collision occurred at Cleveland Street junction with Tottenham Street in City of Westminster involving a car and pedestrian(s). An adult pedestrian was slightly injured.

Insert 2.1: Collision Data Study Area and Summary



- 2.3.4 As shown in **Insert 2.1** above, there have been no 'fatal' or 'serious' personal injury collisions recorded in the study area in the years from 2014 to 2018.
- 2.3.5 Of the three recorded 'slight' injury collisions, all involved a vehicle and a pedestrian with the pedestrian being 'slightly' injured. The recorded incidents occurred in different locations, indicating that there is no personal injury 'collision' trend that is associated with a deficiency in the local highway layout.

3 Site Accessibility by Non-Car Modes of Travel

3.1 Local Public Transport Infrastructure

- 3.1.1 In terms of accessibility to the London Bus Network, the closest bus stop to the site is located approximately 250 metres (m) to the east. The bus stop is located on the A400 Tottenham Court Road and provides access to the 14, 24, 29, 73, 134, and 390 bus services. In addition, night bus services N5, N20, N29, N73, N253 and N279 are accessible from this stop.
- 3.1.2 In terms of accessibility to mainline rail and the London Underground Network, the application site benefits from being within walking distance (approximately 240m) of Goodge Street Station, which provides access to the Northern Line. Via the Northern Line, an onward connection can be made to Euston Rail Station with access to mainline trains and the Circle, Metropolitan and Hammersmith and City lines.
- 3.1.3 In addition, assuming a comfortable walking speed of 80m/minute, the application site benefits from being located approximately 9 minutes (750m) from Tottenham Court Road Station, which provides access to the Central Line.
- 3.1.4 From 2026, Euston station would be served by the High Speed 2 line extending from London to Birmingham, as well as Crossrail and the Great Western Main Line, making it one of the largest rail hubs in London.

3.2 Public Transport Accessibility Level (PTAL)

- 3.2.1 Transport for London (TfL) publish borough-wide PTAL mapping for reference by Local Planning Authorities and developers to aid strategic planning.
- 3.2.2 The PTAL model utilises an accessibility range between 1a (low) to 6b (high) which is calculated from a formula based upon the number of bus stops and London underground/railway stations (points of interest) located within a pre-defined walking threshold of the application site, this being up to 640m (8-minute walk assuming a comfortable 80m/minute walking pace) to bus services and 960m (12-minute walk) to rail stations respectively.
- 3.2.3 The TfL model illustrates that the application site is subject to an 'excellent' **PTAL rating of 6b**, the highest level of public transport accessibility. A copy of the PTAL report is contained within **Appendix 1**.

3.3 Local Pedestrian and Cycle Infrastructure

- 3.3.1 The application site is situated within a short walk of a vast range of local amenities and employment opportunities.
- 3.3.2 The application site benefits from connections to the adjacent pedestrian infrastructure, with wide footways present on both sides of Tottenham Street leading in both directions from the entrance to the site.
- 3.3.3 Zebra crossings are present at both ends of Tottenham Street, which enables safer crossings of Charlotte Street and Cleveland Street, and establishes pedestrian priority.

- 3.3.4 In terms of cycling, the local highway is within a 20m.p.h. zone and observations are that Tottenham Streets is lightly trafficked. The one-way operation of Tottenham Street and the adjacent highway network, combined with the 20m.p.h. zone, means that the local highway is highly conducive to travelling by cycle.
- 3.3.5 For residents who may wish to cycle on occasion but not necessarily own a bike, Santander cycle hire bikes are available nearby. A total of 13 docking stations are located on Scala Street, approximately 120m from the site, and 12 docking stations are located on Charlotte Street, around 175m from the site.

4 Development Proposals

4.1 Scheme Overview

- 4.1.1 The development would provide a small commercial unit at ground floor level (21.3sq.m) and residential accommodation across floors one to 10, above. A basement would be provided for refuse storage, cycle storage and plant.
- 4.1.2 The development would provide four dwellings in total.
- 4.1.3 As the development site currently accommodates a small commercial unit (25.0sq.m) and four residential units the proposed development would not result in a material increase in development-related trips and it is not anticipated that the development would result in a material increase in servicing or refuse collection requirements.
- 4.1.4 **Appendix 2** of this report provides the development's proposed basement and ground floor layouts.

4.2 Car Parking Provision

- 4.2.1 The planning system acknowledges the importance of providing suitable levels of parking at new residential developments. Draft London Plan guidance requires boroughs to take into account local circumstances, allowing for reduced car-parking provision in areas of good transport accessibility. Policy T6 of the draft London Plan states that:

A. Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity; and

B. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport.

- 4.2.2 The London Borough of Camden's adopted development control policy encourages car free residential development, particularly in central London areas.
- 4.2.3 The site currently operates without any on-site car parking and given the site's 6b PTAL rating, the site is proposed to remain car free. Car free development is considered to be policy compliant.
- 4.2.4 Given the proposed quantum of development, it is considered that most visitors to the site would travel by non-car modes. If a visitor chose to arrive by car then they would be required to use nearby 'pay & display'/'pay by phone' bays available on Goodge Place, or find alternative off-street parking. It is expected that any visitor parking demand would not materially impact the overall capacity of on-street parking on nearby streets.

4.3 Cycle Parking Provision

- 4.3.1 Long stay (residents) cycle parking will be provided in accordance with the draft New London Plan (December 2019) minimum parking standards. The cycle parking requirements for C3 dwellings (all) are:
- 1 space per 1 person or studio apartment;

- 1.5 spaces for every 1 bedroom, 2 person dwelling; and
- 2 spaces per all other dwellings.

4.3.2 The development proposals would provide storage for seven cycles within the basement, and this level of parking would adhere to the standards identified above.

4.3.3 The draft London Plan's standards for short-stay cycle parking requires two spaces for developments of up to 40 units. In this case, the built development would take up the full extent of the development site, and there is no space available to provide external short-stay cycle parking on-site. It is therefore expected that site visitors would make use of existing, external, cycle parking, such as the Sheffield stand cycle parking provided on Charlotte Street with is within a 100m walk distance of the development site.

4.3.4 Cycle parking for the site's ground commercial floor area shall be provided within the curtilage of the commercial unit.

4.3.5 At Borough level, cycle parking guidance is provided within the London Borough of Camden's 'Transport' document (March 2019). The document states that:

- *"the Council will seek "high-quality cycle parking facilities for development, including redevelopments and in applications that change travel patterns and the travel profile or increase the numbers of people travelling to a site.*
- *Applicants must provide, as a minimum, the quantity of cycle parking spaces as set out in the London Plan; and*
- *Applicants will provide cycling facilities that are fully inclusive and accessible by step-free access."*

4.3.6 While the development can accommodate the cycle parking requirements of the draft London Plan, site constraints are such that it is not possible for the development to provide step-free access to the basement cycle store with a lift that fully conforms to the requirements of the London Cycle Design Standards (LCDS). The site is less than 6-metres in width and the footprint of the development is such that a LCDS compliant lift cannot fit into the development and instead, an eight-person lift (1.4m x 1.2m) is provided for access to the basement from the ground floor level. A lift of this dimension has the ability to accommodate a cycle of 1.8m in length across its diagonal, which is the average length of an adult cycle¹. Therefore, while the lift to the basement does not meet the requirements of LCDS, the proposed lift would be able to accommodate the movement of most cycles from the basement to the ground floor.

4.3.7 The stairwell to the basement from the ground floor has been designed so that it is possible for an adult cycle to be taken to and from the basement via this route and a tracking exercise has been undertaken to demonstrate this (refer to **Appendix 3**). It is proposed that a gully would be provided on the stairwell to help residents wheel their bike from the basement of the ground floor.

¹ Cambridge City Council - Cycle Parking Guide for New Residential Developments (February 2010)

4.4 Refuse Collection Strategy and Site Servicing

Refuse Collection

- 4.4.1 The site servicing and waste collection strategy for the site shall remain as per the existing arrangements, with servicing taking place from Tottenham Street. Car parking is controlled on the site frontage with single yellow line waiting restrictions and there are no 'no loading' restrictions in place on the site side of the street.
- 4.4.2 Camden Planning guidance requires developers to ensure that all waste systems and storage areas are safely located and accessible for all users, including waste contractors, and designed to minimise nuisance to occupiers and neighbours and their amenity.
- 4.4.3 Camden Guidance² states that a kerbside collection service is appropriate for flatted properties, including flats located below and above shops. This method of collection is therefore appropriate for 52 Tottenham Street.
- 4.4.4 The site's frontage is less than 6 meters wide and in order to enable the development to come forward with a commercial unit at ground floor level, all residential waste will be located within the building's basement. The basement has been designed so that it could accommodate up to 9 x 240l refuse containers. These containers would separately accommodate general refuse, mixed recycling and food waste.
- 4.4.5 It is understood that in the London Borough of Camden general waste is currently collected fortnightly, and the development would be required to accommodate one 240l waste storage unit for each of the four residential properties.
- 4.4.6 It is understood that mixed recyclables are collected weekly, and each of the residential units should be provided with a minimum of 140l storage. The development scheme has allocated space for up to 4 x 240l waste storage bins for this purpose, one per property.
- 4.4.7 It is further understood that food waste is collected separately and weekly, and a minimum of 23l of storage is required for this purpose. It is proposed that a communal food waste bin is provided within the basement for use by all four residential properties.
- 4.4.8 An appointed management company would be responsible for transferring bins from the basement store to kerbside at least 30 minutes before collection. The management company would then return the emptied bins to the basement following collection. Bins would be moved to kerbside via the development's internal lift.
- 4.4.9 With regard to the site's proposed ground floor commercial unit, an area for waste storage would be demised within their unit at the time of fit-out. The future occupant shall make appropriate arrangements with either the Council or an Environment Agency-approved waste carrier for the collection of all wastes produced from the premises.
- 4.4.10 All waste storage facilities for both the residential and commercial unit would be situated within the building's curtilage.

² *Waste storage and arrangements for residential and commercial units (Supporting document for planning guidance CPG1 DESIGN Storage and collection of recycling and waste)*

Site Servicing

- 4.4.11 All site deliveries would be undertaken from the front of the site, from Tottenham Street.
- 4.4.12 Typically, it can be expected that one service vehicle movement would take place per day for every 15 dwellings provided. This level of service would result in around one residential delivery movement to 52 Tottenham Street every four days.
- 4.4.13 Servicing to the site's ground floor commercial unit has the ability to vary depending on the occupier; however, the unit would be marginally smaller than the existing commercial premises and as such it is not anticipated that the level of servicing will materially increase as a result of the development proposals.
- 4.4.14 Overall, the development proposals would not have a detrimental impact on the operation of Tottenham Street or the surrounding streets.

5 Summary and Conclusions

5.1.1 This Transport Statement (TS) has been prepared by Royal HaskoningDHV (RHDHV) on behalf of Flower Island (UK) Ltd., to establish the transport implications associated with development proposals at 52 Tottenham Street, within the London Borough of Camden.

5.1.2 The proposed development will include a commercial land use on the ground floor (21.3sq.m), three x 1-bed duplex units across Levels 1 to 6 and one x 3-bed penthouse unit across levels 7 to 10. In addition, a basement would be provided for residential waste storage, cycle parking, and plant.

5.1.3 This Transport Statement has identified that::

- The application site is subject to a PTAL level of 6b, the highest level of public transport accessibility;
- The site located less than 250m from Goodge Street tube station and numerous bus services;
- The site's location provides convenient access to a range of local services and amenities with direct connections provided to pedestrian infrastructure;
- Tottenham Street and the adjacent highway network forms part of a 20 m.p.h. a zone that makes the area attractive to cyclists;
- The proposals include a waste storage and collection strategy that is appropriate for the development and which has been designed with reference to the Borough's guidance documents;
- The site is to remain car free, in accordance with the London Borough of Camden and draft London Plan Standards;
- Appropriate cycle parking provision is proposed on-site, with sufficient resident cycle parking to accommodate anticipated future demand. For short stay visitors, on-street cycle parking options are available locally;
- The site is well located for residents and visitors to access Santander cycle hire docking stations; and
- The proposals are not predicted to generate any significant material increase in travel demand or service vehicles trips. As such the development would not result in a detrimental impact on transport services.

5.1.4 In light of the above and the preceding assessment, it is reasonable to conclude that the development proposals are considered to be acceptable in transport planning terms and that the development can be considered to accord with regional and local 'transport' and land use planning policy.

5.1.5 At a national policy level, the National Planning Policy Framework states that development should only be refused planning permission if the transport impact of development is considered to be 'severe'. The redevelopment of 52 Tottenham Street would not result in a severe transport impact and as such the development should be considered acceptable.



Appendix 1

WebCAT PTAL Report

Site Details

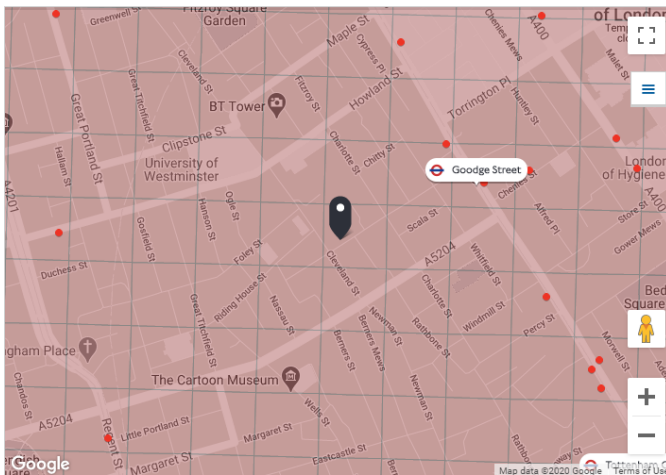
Grid Cell: 86855

Easting: 529345
 Northing: 181752

Report Date: 04/05/2020
 Scenario: Base Year

Calculation Parameters

Day of Week: M-F
 Time Period: AM Peak
 Walk Speed: 4.8 kph
 Bus Node Max Walk Access Time (mins): 8
 Bus Reliability Factor: 2.0
 LU Station Max Walk Access Time (mins): 12
 LU Reliability Factor: 0.75
 National Rail Station Max Walk Access Time (mins): 12
 National Rail Reliability Factor: 0.75



You can click anywhere on the map to change the selected location.

PTAL output for Base Year
 6b

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI	
Bus	BROADCASTING HOUSE	C2	637.93	8	7.97	5.75	13.72	2.19	0.5	1.09	
Bus	BROADCASTING HOUSE	88	637.93	9	7.97	5.33	13.31	2.25	0.5	1.13	
Bus	BROADCASTING HOUSE	453	637.93	12	7.97	4.5	12.47	2.4	0.5	1.2	
Bus	OXFORD ST WARDOUR STREET	98	533.89	9	6.67	5.33	12.01	2.5	0.5	1.25	
Bus	OXFORD ST WARDOUR STREET	25	533.89	8	6.67	5.75	12.42	2.41	0.5	1.21	
Bus	OXFORD ST WARDOUR STREET	55	533.89	10	6.67	5	11.67	2.57	0.5	1.28	
Bus	GOODGE STREET STATION	10	232.08	4.5	2.9	8.67	11.57	2.59	0.5	1.3	
Bus	GOODGE STREET STATION	24	232.08	10	2.9	5	7.9	3.8	0.5	1.9	
Bus	GOODGE STREET STATION	134	232.08	12	2.9	4.5	7.4	4.05	0.5	2.03	
Bus	GOODGE STREET STATION	390	232.08	8	2.9	5.75	8.65	3.47	0.5	1.73	
Bus	GOODGE STREET STATION	73	232.08	18	2.9	3.67	6.57	4.57	1	4.57	
Bus	GOODGE STREET STATION	29	232.08	15	2.9	4	6.9	4.35	0.5	2.17	
Bus	GOODGE STREET STATION	14	232.08	13	2.9	4.31	7.21	4.16	0.5	2.08	
Bus	CHENIES STREET	8	414.39	10	5.18	5	10.18	2.95	0.5	1.47	
LUL	Great Portland Street	'Edgware-Hammersmith'		769.92	6	9.62	5.75	15.37	1.95	0.5	0.98
LUL	Great Portland Street	'Barking-Hammersmith'		769.92	6.34	9.62	5.48	15.11	1.99	0.5	0.99
LUL	Great Portland Street	'Hammersmith-Plaistow'		769.92	1	9.62	30.75	40.37	0.74	0.5	0.37
LUL	Great Portland Street	'AldgateFast'		769.92	1	9.62	30.75	40.37	0.74	0.5	0.37
LUL	Great Portland Street	'Ches-AldgateFast'		769.92	2	9.62	15.75	25.37	1.18	0.5	0.59
LUL	Great Portland Street	'Uxbridge-AldSlow'		769.92	5.33	9.62	6.38	16	1.87	0.5	0.94
LUL	Great Portland Street	'Watford-AldSfast'		769.92	3.67	9.62	8.92	18.55	1.62	0.5	0.81
LUL	Great Portland Street	'Aldg-WatfordSlow'		769.92	3.67	9.62	8.92	18.55	1.62	0.5	0.81
LUL	Great Portland Street	'Ald-HarrowHill'		769.92	1.33	9.62	23.31	32.93	0.91	0.5	0.46
LUL	Oxford Circus	'QueensPk-El&Castle'	830.69	11.01	10.38	3.47	13.86	2.16	0.5	1.08	
LUL	Oxford Circus	'El&Castle-Harrow&W'	830.69	5.67	10.38	6.04	16.42	1.83	0.5	0.91	
LUL	Oxford Circus	'StbridgePk-El&Castle'	830.69	5	10.38	6.75	17.13	1.75	0.5	0.88	
LUL	Oxford Circus	'Waterloo-QueensPk'	830.69	1	10.38	30.75	41.13	0.73	0.5	0.36	
LUL	Oxford Circus	'Waterloo-Harrow&W'	830.69	0.33	10.38	91.66	102.04	0.29	0.5	0.15	
LUL	Oxford Circus	'SevenSisters-Brixton'	830.69	11.67	10.38	3.32	13.7	2.19	0.5	1.09	
LUL	Tottenham Court Road	'Ealing-Epping'		563.18	3	7.04	10.75	17.79	1.69	0.5	0.84
LUL	Tottenham Court Road	'WRuislip-Epping'		563.18	3	7.04	10.75	17.79	1.69	0.5	0.84
LUL	Tottenham Court Road	'RuislipGar-Epping'		563.18	1	7.04	30.75	37.79	0.79	0.5	0.4
LUL	Tottenham Court Road	'WhiteCity-Epping'		563.18	0.33	7.04	91.66	98.7	0.3	0.5	0.15
LUL	Tottenham Court Road	'Epping-NActon'		563.18	1	7.04	30.75	37.79	0.79	0.5	0.4
LUL	Tottenham Court Road	'Northolt-Epping'		563.18	0.67	7.04	45.53	52.57	0.57	0.5	0.29
LUL	Tottenham Court Road	'Debden-WRuislip'		563.18	0.33	7.04	91.66	98.7	0.3	0.5	0.15
LUL	Tottenham Court Road	'WhiteCity-Debden'		563.18	0.33	7.04	91.66	98.7	0.3	0.5	0.15
LUL	Tottenham Court Road	'Debden-Northolt'		563.18	1	7.04	30.75	37.79	0.79	0.5	0.4
LUL	Tottenham Court Road	'RuislipGdns-Debden'		563.18	0.33	7.04	91.66	98.7	0.3	0.5	0.15
LUL	Tottenham Court Road	'Loughton-WRuislip'		563.18	1	7.04	30.75	37.79	0.79	0.5	0.4
LUL	Tottenham Court Road	'NActon-Loughton'		563.18	0.67	7.04	45.53	52.57	0.57	0.5	0.29
LUL	Tottenham Court Road	'RuislipGdns-Loughton'		563.18	0.67	7.04	45.53	52.57	0.57	0.5	0.29
LUL	Tottenham Court Road	'Loughton-WhiteCity'		563.18	0.67	7.04	45.53	52.57	0.57	0.5	0.29
LUL	Tottenham Court Road	'Loughton-Northolt'		563.18	0.33	7.04	91.66	98.7	0.3	0.5	0.15
LUL	Tottenham Court Road	'Ealing-Loughton'		563.18	1	7.04	30.75	37.79	0.79	0.5	0.4
LUL	Tottenham Court Road	'Ealing-NewburyPark'		563.18	0.67	7.04	45.53	52.57	0.57	0.5	0.29
LUL	Tottenham Court Road	'WRuislip-NewburyPark'		563.18	0.33	7.04	91.66	98.7	0.3	0.5	0.15
LUL	Tottenham Court Road	'NActon-NewburyPark'		563.18	0.33	7.04	91.66	98.7	0.3	0.5	0.15
LUL	Tottenham Court Road	'Ealing-Hainault'		563.18	5	7.04	6.75	13.79	2.18	0.5	1.09
LUL	Tottenham Court Road	'Hainault-Nacton'		563.18	1.33	7.04	23.31	30.35	0.99	0.5	0.49
LUL	Tottenham Court Road	'Hainault-WRuislip'		563.18	3.33	7.04	9.76	16.8	1.79	0.5	0.89
LUL	Tottenham Court Road	'Hain-NP-RuislipGdns'		563.18	0.67	7.04	45.53	52.57	0.57	0.5	0.29
LUL	Tottenham Court Road	'Hainault-WhiteCity'		563.18	1.67	7.04	18.71	25.75	1.16	0.5	0.58
LUL	Tottenham Court Road	'Hainault-NP-Northolt'		563.18	1	7.04	30.75	37.79	0.79	0.5	0.4
LUL	Tottenham Court Road	'GrangeHill-WD-Eal'		563.18	1	7.04	30.75	37.79	0.79	0.5	0.4
LUL	Tottenham Court Road	'GrangeHill-Wd-fd-Whit'		563.18	0.67	7.04	45.53	52.57	0.57	0.5	0.29
LUL	Tottenham Court Road	'GrangeHill-Wd-fd-WRsp'		563.18	0.67	7.04	45.53	52.57	0.57	0.5	0.29
LUL	Tottenham Court Road	'MillHill-Morden'		563.18	1.67	7.04	18.71	25.75	1.16	0.5	0.58
LUL	Tottenham Court Road	'MillHill-Kenningt'		563.18	1.67	7.04	18.71	25.75	1.16	0.5	0.58
LUL	Warren Street	'HighBarnet-Morden'	736.2	0.33	9.2	91.66	100.86	0.3	0.5	0.15	
LUL	Warren Street	'Walthamstow-C-Brixton'	736.2	15	9.2	2.75	11.95	2.51	0.5	1.25	
LUL	Goodge Street	'Morden-Edgware'	241.83	4.67	3.02	7.17	10.2	2.94	0.5	1.47	
LUL	Goodge Street	'Edgware-Kennington'	241.83	8	3.02	4.5	7.52	3.99	1	3.99	
LUL	Goodge Street	'HighBarnet-Kenningt'	241.83	5.33	3.02	6.38	9.4	3.19	0.5	1.6	

Total Grid Cell AI: 55.73
 PTAL: 6b

Appendix 2

NOTES



GENERAL NOTES:

The internal layouts and ancillary areas of buildings will be subject to design development.

The precise location of walls, internal doors, columns, risers and the detailed layout of bathroom and kitchen areas will be the subject of non-material changes and may vary from the internal layouts set out in these plans.

These minor alterations will not affect the position and arrangements of external doors and windows nor will they affect the relative relationship between habitable rooms and windows.

All materials shown or highlighted are indicative only and may be subject to changes made during detailed design development.

All structure is subject to ongoing design co-ordination and development. Information on height and extent of neighbouring buildings beyond the application site boundary is indicative only and not based on measured survey.

DRAWING NUMBERING:

- 10.000 Existing Drawings
- 20.000 Proposed Plans
- 30.000 Proposed Elevations
- 40.000 Proposed Sections

KEY:

- - - Site Boundary

PLANNING

rev	date	author / check	comments
<p>DSDHA 357 Kennington Lane London SE11 5QY T 020 7703 3555 F 020 7703 3890 E info@dsdha.co.uk W www.dsdha.co.uk</p>			

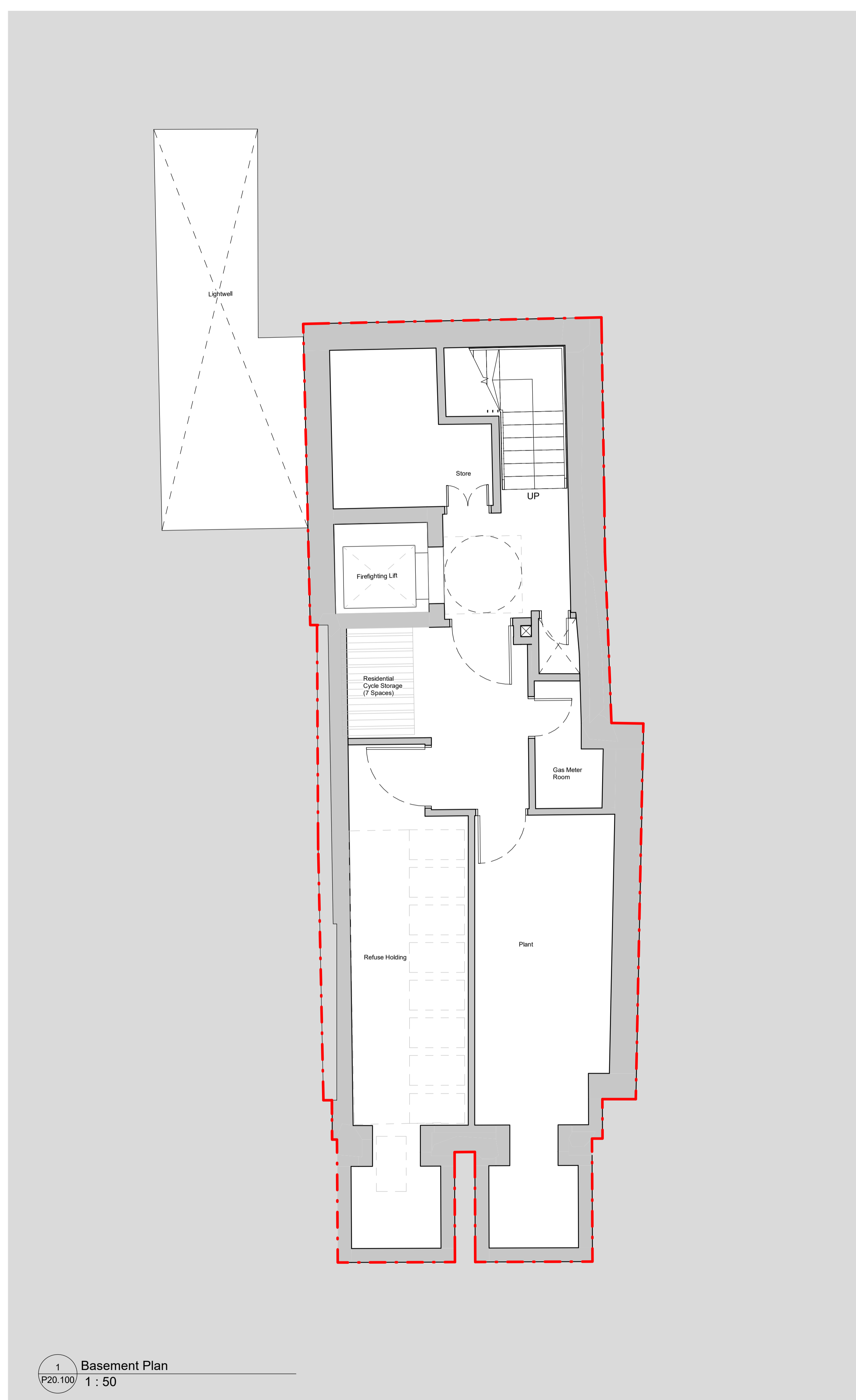
project
52 Tottenham Street
 London, W1T 4RN

drawing title
GA Plan - Level B1 & 00

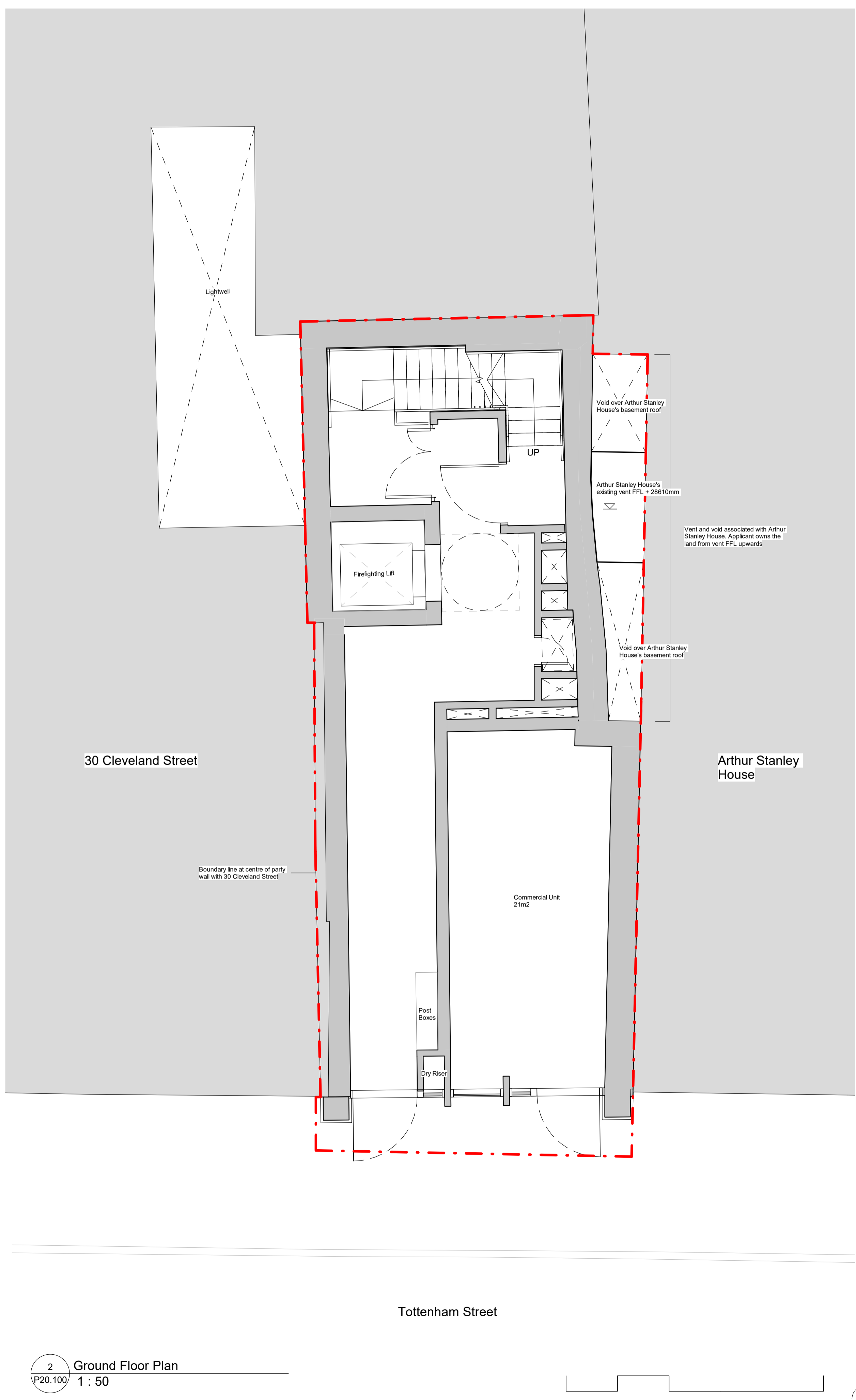
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	A1	22/04/20	1:50

drawing number	revision
297_P20.100	

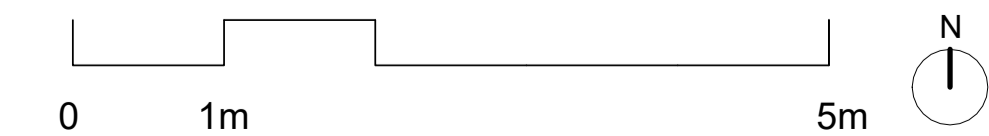
REPORT DISCREPANCIES DO NOT SCALE FROM THIS DRAWING COPYRIGHT DSDHA USE LATEST REVISION CHECK DIMENSIONS ON SITE



1 Basement Plan
 P20.100 1:50



2 Ground Floor Plan
 P20.100 1:50





Appendix 3

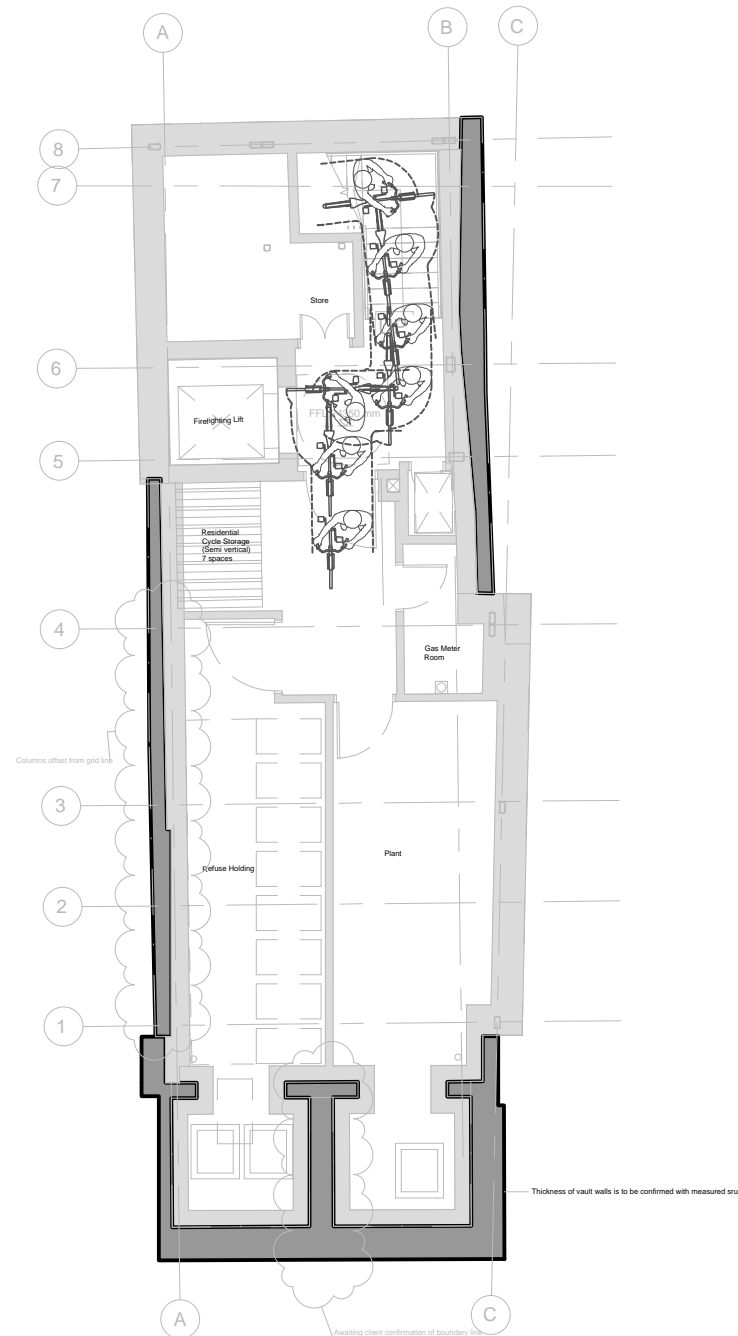
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GROUND FLOOR

BASEMENT

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TITLE
BICYCLE TRACKING (297_20-100)

PROJECT
TOTTENHAM STREET



JOB No.
PB9042
 DATE
14.04.2020
 SCALE
1:125

DRAWN
TR
 REV
P04
 SUIT
S3

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AW
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AW
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PB9042-RHD-GE-SW-DR-R-0001